

**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of	)	
PACIFIC ELECTRIC RAILWAY COMPANY, a	)	
corporation, for authority to re-	)	
locate its tracks on Third Street	)	Application No. 10242.
from Pine Avenue westerly to Crescent	)	
Avenue near the Flood Control Channel,	)	
in the City of Long Beach.	)	

BY THE COMMISSION:

O R D E R

The Pacific Electric Railway Company, a corporation, filed the above entitled application with this Commission on the 2nd day of July, 1924, asking for authority to relocate its track on Third Street in the City of Long Beach, County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance C-234) has been granted by the City Council of said City for the construction of said crossings at grade, and it appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide separated grade crossings at the points mentioned in this application, or to avoid grade crossings with said streets and that this application should be granted subject to the conditions hereinafter specified.

WHEREFORE, IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted to Pacific Electric Railway Company to relocate its track at grade across Pine, Pacific, Cedar, Chestnut, Magnolia, Daisy, Maine, Golden and Crescent Avenues, Short Street, and across and along Third Street, in the City of Long Beach, County of Los Angeles, State of California, as follows:

BEGINNING at a point in the most westerly track of the present constructed tracks of the Pacific Electric Railway Company on Pine Avenue in the City of Long Beach, said point being southerly seventy-one and twenty-eight hundredths (71.28) feet from the center line of Third Street; thence northerly along a curve concave westerly and having a radius of one hundred (100) feet, thirteen and nine hundredths (13.09) feet to the point of beginning of a curve concave westerly and having a radius of one hundred and fifty (150) feet, thence northerly along said last mentioned curve thirteen and nine hundredths (13.09) feet to the point of beginning of a curve concave south-westerly and having a radius of fifty (50) feet; thence north-westerly along said last mentioned curve sixty-one and seven hundredths (61.07) feet to the point of beginning of a curve concave southerly and having a radius of one hundred (100) feet; thence westerly along said last mentioned curve thirteen and nine hundredths (13.09) feet to a point in a line parallel with and five and seventy-five hundredths (5.75) feet southerly from the center line of said Third Street; thence westerly along said line parallel with and five and seventy-five hundredths (5.75) feet southerly from the center line of said Third Street, a distance of three thousand, three hundred and seventy-nine and fifty-one hundredths (3379.51) feet, a little more or less, to the point of beginning of a curve concave northeasterly and having a radius of ninety-four and sixty-five hundredths (94.65) feet; thence northwesterly along said last mentioned curve ninety-nine and twelve hundredths (99.12) feet to the end of said curve; thence northwesterly along a line tangent to said last mentioned curve at the end of said curve, a distance of thirteen and twenty-eight hundredths (13.28) feet to a point in the present constructed track of the Pacific Electric Railway Company, at the intersection of said Third Street with Crescent Avenue, said point being distant northwesterly along the said tangent and the southeasterly prolongation thereof, sixty-seven and ninety-three hundredths (67.93) feet from the intersection of said prolonged line with said line, parallel with and five and seventy-five hundredths (5.75) feet southerly from the center line of Third Street.

All of the above as shown by dotted red line on map C.E.H. 7091-b attached to the application; said crossings to be constructed subject to the following conditions, viz:

- (1) The entire expense of constructing the crossings, together with the cost of their maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by applicant.
- (2) Said crossings shall be constructed of a width and type of construction to conform to those portions of said streets now graded, with the top of rails flush with the pavement, and with grades of approach not exceeding two (2) per cent; shall be protected by suitable crossing signs, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) All those portions of Third Street, and of all intersecting streets and avenues, Pine to Crescent, inclusive, from which existing track, shown by purple line on map C.E.H. 7091-b, is to be removed, shall be replaced to conform to the type of pavement adjacent thereto.

(4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(5) If said crossing shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(6) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings as to it may seem right and proper, and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

This Order shall become effective two (2) days after the making thereof.

Dated at San Francisco, California, this 5<sup>th</sup> day of August, 1924.

C. A. McNamee  
H. B. ...  
J. ...  
E. ...

Commissioners.